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PORSCHE

Profile

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MARCH/APRIL 2020



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PORSCHE

PORSCHE Profile

MAR/APR 2020 ISSUE 20.2

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Rally cars coming and going.

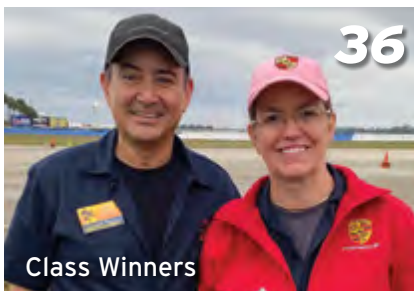


French Porsche Club Flyer.

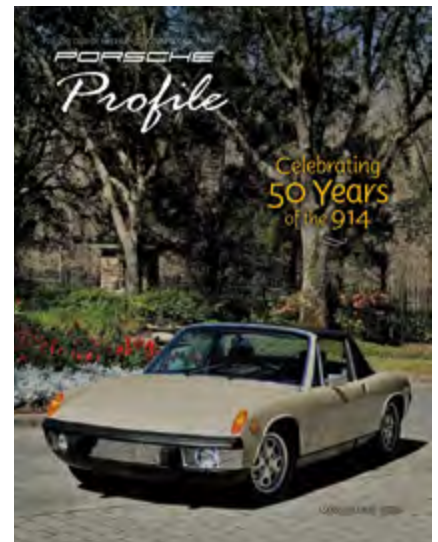
En 2020, 66 sorties sur 32 circuits



26 Hamill's First Porsche at an Autocross.



Class Winners



ON THE COVER - Steve Gaglione's 914 2.0 photographed by George Wienhold.

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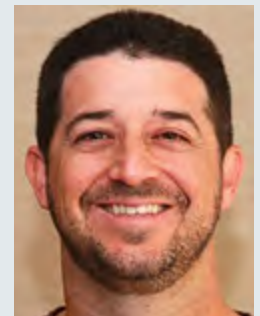
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By Denise Remus

It Really Is "All About the People"!

I'm writing this column immediately after volunteering at our first Rally of 2020. Jim and Jeanne Hoey put together an urban Time/Speed/Distance course full of twists and turns. Several cars were driven by new members, not only participating in their first Rally but also their first event with Suncoast PCA. One such couple was Cody Williams and Cassandra Bowen who recently moved to Dunedin from Washington state. This was their first Rally and they finished second! Then they asked how they could volunteer for future events; it's all about the people!

Another recent successful event was the 48 Hours at Sebring. More than 300 cars participated in four days of PCA club racing, advanced solo driving, and autocross; they were supported by more than 160 volunteers, numerous sponsors and organizations such as Boy Scout Troop 422. A special thank you to members of the 48 Hours committee, especially Josh Breckeen (Suncoast) and Dan Smithyman (Gold Coast), the 48 Hours Club Race Co-Chairs who make sure the event runs smoothly and everyone has a great time! Highlights for me included hearing Dr. Daniel Armbruster discuss the history of Porsche motorsports and the development of the GT2RS Club sport; winning hot laps in the new 718 GT4 Club sport driven by Tom Collingwood; and special moments with my "track grandson" Sebastian and his mom Meagan (Sebastian's

actual grandparents are Amy and Gavin Riches). Again, it's all about the people!

We had several special events in January. Your board began the year with the annual strategic planning meeting on January 5th. What an enthusiastic group! We are lucky to have such experienced and committed leaders. Car enthusiasts gathered at the annual Festivals of Speed in St. Petersburg on January 12th and, thanks to the coordination efforts of Rich Tillotson, Suncoast PCA members' cars were well represented. Elsewhere in the *Profile* is an article about our Annual Member Celebration, the 2019 gala, which was held on January 19th. It was another fun evening attended by more than 120 members and guests. The evening included dinner, dancing, casino tables, and John Vita's presentation of the annual awards. The gala happened to be the evening after our first autocross for 2020 at Brooksville Regional Airport, coordinated by Jerry and Kirsten Eggert. Many Suncoast members attended the Rolex 24 in Daytona the end of January and volunteered at

the Porsche Platz. Our members are making a difference!

March will be a very busy month. We've been able to add a three-day DE on March 6, 7, and 8. Many of the participants are from northern regions; PCA members traveling south to enjoy the warm weather and a chance to track their cars on the iconic Sebring International Raceway. On Saturday we will have a dinner at the track, a chance for drivers and guests to relax and get to know each other. It's a lot easier to network when you aren't wearing a helmet! The 9th annual Kart 4 Kids Pro-Am Race, a fundraiser for Johns Hopkins All Children's Hospital, will be held on March 11th

within the footprint of the Firestone Grand Prix of St. Petersburg. For more information on that event visit <https://kart4kids.org>. When the karts leave the track, the pros take over for the amazing Grand Prix on March 13-15. If you haven't attended the Grand Prix before, I strongly encourage you to do so. The racing series includes the NTT IndyCar series, the World Challenge Championship, and the Porsche GT3 Cup Challenge. It's your chance to see these amazing cars and drivers race through a waterfront street track in our own backyard! The following week, we head to Sebring for the 68th Annual 12 Hours of Sebring on March 18-21. Tickets for the Porscheplatz Corral are sold out, but general admission tickets are still available. Between these March events and continuing into April, will be additional autocross and DE events, as well as several Suncoast PCA socials. Remember to check for current schedule on our webpage (<https://suncoastpca.org>), in our member email blasts, and on ClubReg (<https://ClubRegistration.net>). There are lots of opportunities to connect with other members and to celebrate all that is Porsche! Please join us! I look forward to seeing you! ■



Dr. Daniel Armbruster,
President and CEO of Porsche
Motorsports North America

Denise, Sebastian & Meagan.

Denise

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Making Plans for Future Dinner Locations

As you saw in the last *Profile*, our club sponsored the Porsche Parade of Presents for the benefit of Johns Hopkins All Children's Hospital in St. Petersburg recently. This fund-raising experience was very well attended, with 40 cars and approximately 90 people participating. For several of the participants it was the first event of this kind for them to attend. Several members brought their children to experience the act of selfless giving.

A five-man St. Petersburg police department escort kept our group safe and allowed us to travel in convoy unencumbered, from Bert Smith Porsche to the hospital. We can't say enough about the support the police gave us, and how they kept the traffic halted at every intersection along our parade route.

When we arrived at the hospital, we were greeted by hospital staff, and were able to fill numerous totes with our gifts. The hospital sees to it that each and every gift is wrapped and delivered to the children by their parents or guardians. It was a very special event.

After the parade many of us had drinks and dinner at Ferg's, a sports bar adjacent to the Ray's Stadium. Hopefully everyone had a great day. A follow-up event is in the planning stage by Bill Caldwell for a similar event in the month of July. Please sign up when it comes on Club Registration. It truly is a memorable experience.

Dinners are being planned for March now. Please watch Club Registration and the email blasts sent frequently from the club for information on these and other events.

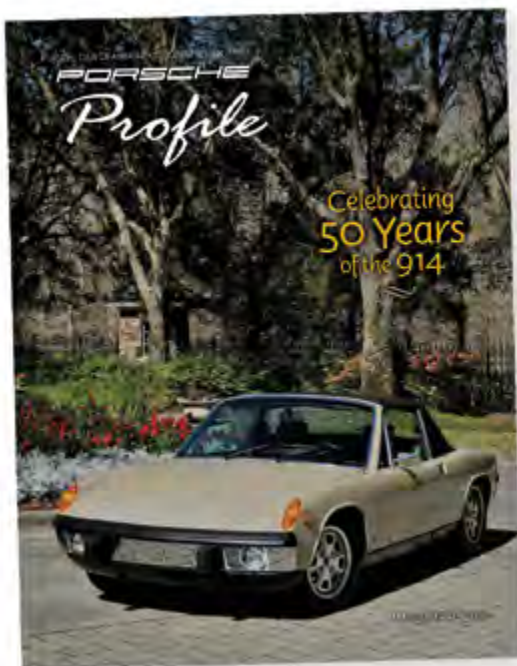
For those who wonder why we don't have dinners and other events in certain areas, it is often because the members of the social committee are not familiar with what restaurants have good food, which ones can accept a large size group, and which park our Porsches in a relatively secure area. To accomplish what we want for the club, which is to have frequent dinners in interesting places with good food, we need assistance from our membership.

We need people who would help by being a host at a dinner. What does a host actually do? How much work is required of a host? All that the dinner host needs to do, is to choose a favorite restaurant which could seat up to 40 people, have a large parking lot with adequately-sized spaces, and is accepting of a large group. Next, he or she would send me the information and we would jointly choose a date. I would do all the work to put the event information



in Club Registration, advertise it to our membership, and arrange for photography. On the date of the dinner, the host would be expected to attend the dinner, greet the group, and enjoy the food and the company. That is it. Nothing else is required. Does it sound interesting? We hope to hear from several of you, especially in the areas north of Tampa. We want to have events from as far north as Crystal River and south to Port Charlotte. ■

Ed



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PORSCHE

SCHEDULE OF EVENTS

Suncoast Schedule of Events

Register for events at www.ClubRegistration.net

- March 14 Tour to Linger Lodge on the Lazy Braden River
March 15 Autocross at Venice Municipal Airport
April 18..... Gimmick Rally north of Tampa. Check ClubRegistration.net for details.
April 26 Autocross #4, Location TBA
May 17 Autocross at Venice Airport
May 22 - 25 Zonefest - Crown Plaza Hotel, Indian River Beach
May 29 - 31..... Luftgekühlt 7, Durham, NC* <https://luftgekuehlt.com/l7-event-info>
June 6 A Down South BBQ Tour to Palm Harbor
June 21 - 27 Porsche Parade, LaQuinta Resort, Palm Springs, CA <https://porscheparade.org/>
July 9..... Stumpknockers - Points North Tour and Lunch
September 13..... Autocross at Venice Municipal Airport
October 4 Autocross , Location TBA
November 6 Run to the Hills Tour, with a Foodie Side Trip to Dade City

N.B.: Check our website SuncoastPCA.org for the most up to date schedule of events and sign-up information for all events. All of the Suncoast PCA events above require that you register at: www.clubregistration.net (See Denise Remus's article in January 2018 issue on Club Registration).

**Non-PCA event. PCA insurance does not apply.*

Suncoast PCA 2020 DE Events

All events at Sebring International Raceway.

Questions? Contact Denise Remus or Stephen Dodson, at DERegistrar@SuncoastPCA.org

- | | |
|--|---|
| Mar 6-8 Friday, March 6 Solo and Instructor only, regular DE March 7-8 | Sept 12-13. Regular DE |
| April 4-5 Regular DE | Oct 10-11 Regular DE |
| May 16-17 Regular DE | Nov 20-22 Instructor Weekend, Regular DE on Sunday, Nov 22 |

2020 BOARD MEETING SCHEDULE

Members are welcome to attend. If you would like to be part of a conference call, please contact one of the officers for instructions. First Tuesday of each month, except January and July as noted below. Locations to be determined.

- | | |
|-------------------------------|---|
| March 3 Conference call | August 4 In-person |
| April 7..... In-person | September 1..... Conference call |
| May 5 Conference call | October 6..... In-person - Ready for Life |
| June 2 In-person | November 3..... Conference call |
| July..... No meeting | December 2..... In-person |

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- PORSCHE** Museum and **Factory Tour** - Stuttgart.
- Grossglockner, Highest Alpine Road in Austria.
- Farewell Dinner at Castle Beilstein.

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Gary L. & Janet Wolfgang

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John E. & Debra Rosenquist
Tom & Sharon King

25 YEAR ANNIVERSARY

Michael Ghiris
Thomas R. Tengerdy
Alton & Dana Cates
David & Barbara Carbone

20 YEAR ANNIVERSARY

Juan J. Morejon
Daniel W. & Sharron Shields
Kenneth E. & Rob Tozier
Robert H. Yaeger
Gary & Selena Holmes
Jay & Elaine Nicks
Jeff & Lynn Vilmar

15 YEAR ANNIVERSARY

George & Pamela Bleasdale
Kevin Denton & Judy Difabbio
Dale L. Harris & Eileen Town
Richard A. & Barbara Newel
Mark & Kathy Rogers

10 YEAR ANNIVERSARY

Warren A. Lucier
Tod Byram
Gary & Joseph Kaminski
William & Sue Rainville
Russell Swope & Heather Broadbent

5 YEAR ANNIVERSARY

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Keith Bass
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Jim & Pat Mueller
Rob Silverstein
Matthew & Danielle Steingraber
Sigfus B Sverrisson
Michael Zimmermann
& Samantha Cawthorn

STARTING LINE

Larry Mendez, Membership Chair

Welcome our newest members:

MARCH/APRIL

George Adley	Palmetto	2008 911 Carrera
Richard Connolly	Sarasota	2013 Panamera S Saloon Grey
Sean Drake	Dunedin	2018 911 Carrera T Black
Gene Fadely	Bradenton	2015 Boxster GTS Red
Rob Felton	Lutz	2017 911 Carrera Silver
Pedro & Pedro Fernandez	Tampa	2016 911 Carrera S Cabriolet Black
Pedro Fernandez	Tampa	2014 Panamera Black
Francis Gerlits	Odessa	2017 911 Targa 4S Graphite Blue
Gregory Harris	Tampa	2006 911 Carrera 4S Cabriolet Red
Tony Letellier	Crozon	1975 911S Targa Black
Kevin McKoon	Zephyrhills	2015 911 GT3 Coupe White
Mathieu Morin	St. Petersburg	2018 718 Cayman Carrera White
Steve Pistono	St. Petersburg	1989 911 Carrera
Timothy & Jenifer Powers	Sarasota	2008 911 Turbo Cabriolet Black
Gabriel Prieto	Land O Lakes	2001 Boxster S Gray
Ray Purcell	Tarpon Springs	2001 911 Turbo Coupe Orient Red
James Russick	St. Petersburg	2017 Cayenne White
DJ Sebestyen	Land O Lakes	1973 914 2.0 Guards Red
Tom Targosz	Bradenton	1997 911 Carrera Silver
James Taylor	Bradenton	2008 Cayman Black
Michael Trombley	Suncity Center	1999 Boxster Black
Thomas Weisman	Sarasota	2018 718 Cayman Black
Mark Wheeler	Sarasota	2009 Cayman Gray
Cody Williams	Dunedin	2008 911 Carrera 4S Cab Ruby Red
James Wood	Lakeland	2004 Boxster Seal Grey
Peter Arren	Venice	2016 Macan S
Patrick Bauer	Land O'Lakes	2017 Cayenne White
Tim Bowman	Hernando	2013 Cayenne White
Michael Brown	Belleair	2018 718 Cayman Grey
Steve Dendrinios	Lithia	2008 911 Carrera Cabriolet Red
Terry Dungan	Sarasota	2005 911 Carrera Cabriolet Grey
Gail Patsy Finn	Welaka	1965 356
Karl Hayward	Tampa	2018 718 Cayman S
Laura Herndon	Palm Harbor	2011 Boxster Speed Yellow
Gregory T Hodge	Palmetto	2007 911 Carrera Guards Red
Roman Huf	Tampa	2014 911 Carrera
George Hurley	Lutz	2007 911 Carrera S Silver
Jeff Kaiser	St Pete	2014 Cayman Grey
Austin McCoy	Winter Haven	2011 Cayman S
Joe McMahon	Spring Hill	1979 928 Guard Red
Bryan Mullinix	Seminole	1990 911 Carrera 4 Stone Grey Metallic
Masimo Sabetti	Lutz	2019 911 GT3 RS Cobalt
Dennis Scholz	Lakewood Ranch	2018 911 Carrera GTS Red
Richard Slone	Clearwater Beach	1985 911 Carrera
Amanda Tress	Belleair	2019 911 Turbo S White
Gene VanGlahn	Orlando	2014 Cayman S

Primary Members: 1,711 Affiliate Members: 991 Total Members: 2,702



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St. Petersburg, FL

By Tom Briest

Dateline 1988

In February of 1988 I put together a club ski trip to Banff, Canada to ski the mountains where the 1988 Winter Olympics were held. This turned out to be a very successful “non Porsche Car” event, so I did it for many (to many) years. Attached is the last advertisement for the trip as it did fill up pretty quick (who would have thought there were so many snow skiers in Florida, much less in the Suncoast Region PCA). As the years went by we returned to Banff numerous times (as long as the Canadian Dollar Exchange rate was good), but over the years we also went to Vail, Beaver Creek, Keystone, and Steamboat Springs in Colorado, Taos NM, and Park City, Snowbird and Alta in Utah. The follow up article for the Banff trip tells the story of what a great trip and group of friends it was. I do not know how many of the people that skied with us over the years are still skiing but Cindy and I still are and loving it. ■



TOM

SUNCOAST REGION 1988 CANADIAN SNOW SKI TRIP

Ski with the world's Best, the Olympians. Well, we won't be actually skiing with them as the Olympics will be over by the time we get there, but who will know when you tell them you were skiing the Olympic Mountain.

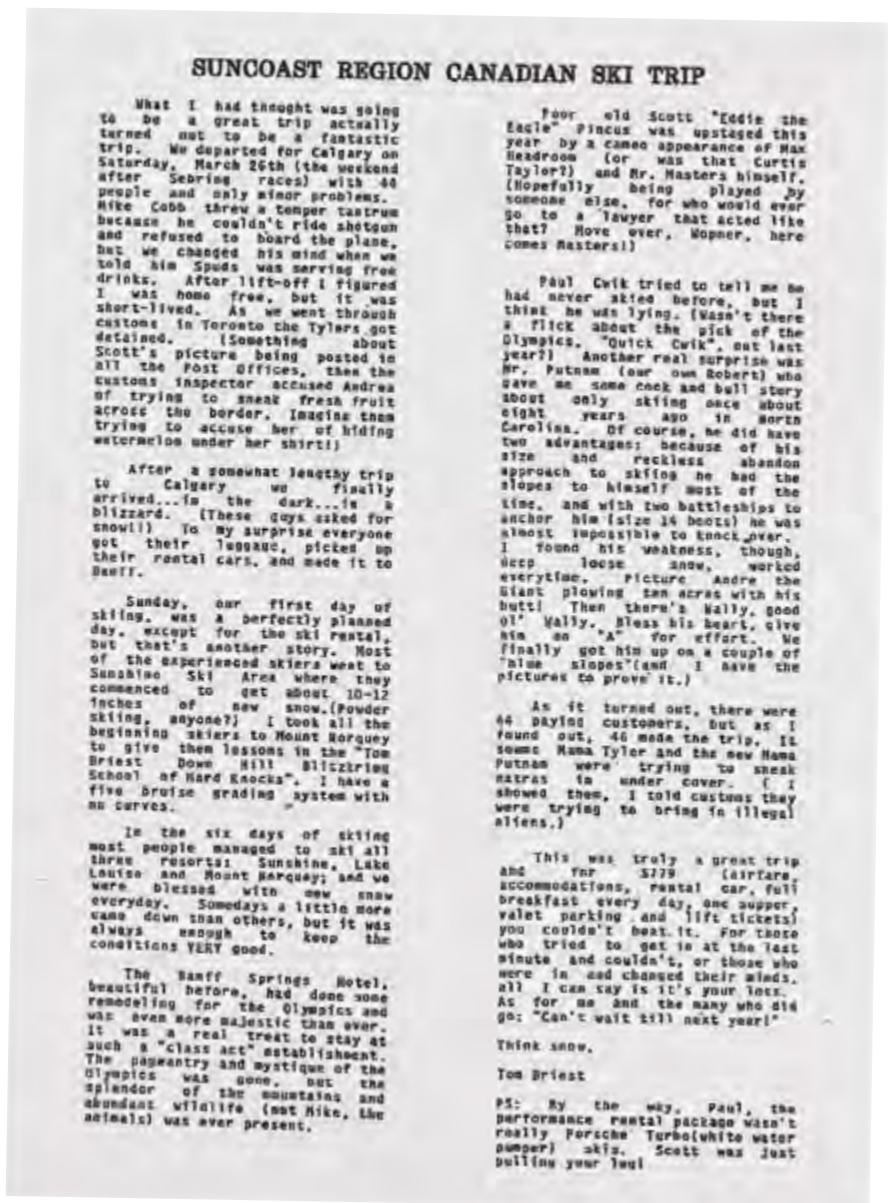
If you are interested in going on this trip, you need to let me know as there are only four (4) spaces available, (2 couples), left. The dates are March 26th to April 2nd, so it does not interfere with the Sebring Race. The cost is an unbelievable only \$779.00 per person. The price includes round trip airfare

Tampa to Calgary, seven (7) nights accommodations at the Beautiful Banff Springs Hotel, rental car for 7 days, 5 day interchangeable lift ticket good for all three ski resorts, daily Valet parking with plug in heat warmers at night, daily ski storage at the hotel, full breakfast every morning, one free supper at the Hotel dining room, wine and cheese party at the hotel, one free group dinner to be held at a local restaurant in town during the week and all the fun you can handle for 7 days without your Porsche.

Knowing how to ski is not a prerequisite, as there are a number of folks going that have never skied before so I will be providing lessons to ensure you enjoy the experience.

The western Canadian Rockies are beautiful and impressive so the sights alone are worth the cost of the trip. With only 4 spots available, “if you snooze, you lose”!!

For further information or to make a reservation, give me a call: 539-2467 work, or 393-1697 evenings (both numbers are St Pete). – Tom Briest



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PHOTO OF THE MONTH

By George Wienhold, Profile Photo Editor

A Roadside Beauty

Now that the hint of spring is in the air, I want to share this month's Photo of the Month with our *Profile* readers. If any of you are like me, spring and early summer are about the best time to exercise our

Porsches. And in doing so don't forget to stop and "smell the roses."

That is exactly what Rich McIver did on his way to West Palm Beach recently. Hailing originally from Texas, he now calls

Tampa his home since 1985. Rich took the time to stop at this iconic Florida crossroad Inn and snap this great photo.

His 2017 Midnight Blue Cabriolet graces the front of the historic Desert Inn in Yeehaw Junction. From what I was told, he has had the seed planted since the '70s to own a Porsche. After having to endure a BMW for way to many years, Rich finally found the car of his longing just last year.

The reason that I mentioned to stop and enjoy all that Florida has to offer, is that over time, the state is getting homogenized. Every town now looks the same with the same ol', same ol' cropping up everywhere. What made Florida the wacky and unique state is going by the wayside. We all have the opportunity to go enjoy just what Florida has to offer, and take the time to look for a great photo opportunity.



There are plenty of sights out there to enjoy while we can. The state will be covered in concrete in the not too distant future. So grab your photo-taking device, get in your Porsche, and find the wacky, the weird, and the iconic beauty that Florida has to offer. It should be noted that the Desert Inn was destroyed several weeks after Rich snapped this photo. What are you waiting for, the weather's getting perfect, plus your Porsche will thank you?

As always, I want to thank everyone who submits to this monthly column. Your images are as diverse as we are. Plus, I get to see some amazing photos and great places, not only in Florida but around globe. ■

George

Suncoast PCA Profile Photo Editor



McIver Cabriolet at Desert Inn.



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How Much Do You Know About Porsche?

In the fall of 1950 the Austrian ex-pat and adoptive New Yorker, Maximilian “Max” Hoffman became the first Porsche dealer in the United States when he took delivery of two 1.1-liter 356 coupes and put them on display at his showroom on 430 Park Avenue. This fall of 2020 marks 70 years of Porsche in America.

To celebrate, here are 70 Porsche fun-facts that you can use to impress friends on trivia night:



1. The 1898 Lohner-Porsche Elektromobil was the first car in the world with brakes on all four wheels.

2. In 1902 Prof. Ferdinand Porsche chauffeured Archduke Franz Ferdinand in a Lohner-Porsche.

3. In 1939 Prof. Ferdinand Porsche designed the Mercedes-Benz Type 8 car to be the fastest car on earth with a projected top speed of 470 mph. Because of the political events at the time, the car never got to do its run.

4. During WWI, Prof. Ferdinand Porsche designed heavy transport vehicles: flatbed trailers with the wheels powered by individual hub-motors.

5. The very first 356 (356 #1 - prototype) was a mid-engined car. The rest of the production had a rear-engine layout.

6. Beutler Carrosserie turned closed 356s into open ones--completing its first custom cabriolet in 1947, three years before Porsche came to America and a full seven years before the 356 Speedster was introduced.

7. U.S. importer Max Hoffman displayed the first U.S. Porsches in his New York City showroom by late 1950.

8. In 1952, U.S. automaker Studebaker contracted Porsche to develop a new car and engine.

9. Max Hoffman conducted Porsche 356 test drives on Park Avenue--an accomplishment that could not be proficiently duplicated today.

10. Hoffman’s Porsche dealer showroom in New York was designed by famous Architect Frank Lloyd Wright. It is now a modern office building with a Mercedes-Benz dealer on the street level. Hoffman also contracted Wright to build his home in Rye, NY.

11. In addition to importing the first Porsche models to the United States, Max Hoffman also raced Porsches. Several of Porsche’s initial U.S. racing victories can be attributed to him.

12. Hoffman is also credited for the birth of the Porsche Speedster, with the intention of producing a lower-cost Porsche to compete with the Austin Healey 100, Triumph TR-2, and MG models in the United States.

13. In 1952, Hollywood dealer John von Neumann wanted to race a Porsche, so he ordered a 356 without paint or upholstery to modify it himself.

14. The Porsche logo/crest was designed in the United States in 1952 by Dr. Ferry Porsche on his napkin, as he sat opposite U.S. importer Max Hoffman in a New York restaurant.

15. In the original 356 Speedster, a tachometer was not standard, nor were padded seats, sun visors, or heaters.

16. An exhibit at the Museum of Modern Art in 1953 featured 10 automobiles, including a 1952 Porsche 1500 Super.

17. The first Porsche to appear at the New York Auto Show was in 1954 and was called “a snappy Porsche roadster.”

18. The Porsche Club of America was founded in 1955, only five years after Porsche was introduced to the United States.

19. The word “Continental” appeared on the side of the 1955 Porsche coupe and cabriolet, but only in North America.

20. The Porsche of America Corporation was founded in 1956, taking over national representation of the brand from Max Hoffman.

21. The inaugural Porsche Parade took place in greater Washington, DC, on August 29, 1956.

22. The first appearance of a Porsche at the historic 12 Hours of Sebring endurance race was in 1956, piloted by Hans Herrmann.

23. One of the first U.S. Porsche brochures in the 1950s featured a pair of woman’s gloves on the cover with a set of Porsche keys. The tagline read: “The keys to miles of pleasure. . . .”

24. British automotive weekly publication “Autocar” became the first outlet to test a Porsche in April 1956, a Porsche 356.

25. The first Porsche series-produced roadster was aptly named the America Roadster for its intentional distribution entirely within the United States. It was completely unpublicized in Europe and only 16 models were ever built.

26. The first vertical-drive German inline engine was displayed at the 1958 New York



5. The very first 356 (356 #1 prototype) was a mid-engined car. The rest of the production had a rear-engine layout.





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Auto Show along with several other “firsts,” including the first diesel outboard motor.

27. Jean Behra drove the first single-seat Porsche racecar in the 1958 Formula 2 race at Rheims, France.

28. The “D” in the 1959 “Speedster D” takes its name from the Drauz Factory of Heilbronn, Germany.

29. The 1950s Porsche airplane engine (based on the 356 1.6 L) could power a helicopter when mounted vertically.

30. Rear seats, headlights, and higher bumpers were the prime accessories fitting a new Porsche in 1960. The starting price for one of these new models was a whopping \$3,400.

22. The first appearance of a Porsche at the historic 12 Hours of Sebring endurance race was in 1956, piloted by Hans Herrmann.



31. Porsche withdrew from the 12 Hours of Sebring endurance race in 1960 in protest over organizers requesting that the manufacturer use a particular brand of gasoline.

32. Porsche’s production of diesel tractors peaked in 1960/61 with 150,000.

33. The first American citizen to win a Formula One championship victory at a U.S. track while driving a Porsche was Dan Gurney in 1961.

34. Dan Gurney also won Porsche’s first (and only) World Grand Prix championship with a victory at Rouen, France, in 1962.

35. The 911 was originally the 901, until Peugeot informed Porsche of its trademark rights on cars named with an “0” between two numbers.

36. At the end of its production in 1965, Porsche 356 models were being produced exclusively for the American market.

37. 1966 was the first full production year for the 900 series Porsches and one-half

were shipped to the United States, while one-quarter stayed in West Germany.

38. The 907 prototype, developed in winter 1966/67, was the first Porsche to go faster than 300 km/hr (186 mph).

39. In 1967, a Targa version of the popular-selling 911 model was introduced. It included a stainless-steel roll bar to provide a solution to suspicions that the United States would outlaw open-top convertibles.

40. Porsche’s 914/4 model was sold as the “VW-Porsche” in Europe but only had the Porsche crest in the United States.

41. More than 100 dealerships marked the increasing popularity of Porsche models in the United States by opening dealerships simultaneously on November 1, 1969.

42. The 1970 Porsche 914 was initially ruled as unsafe for driving in the United States because it lacked proper side-marker lights on its front end.

43. The first twenty-five 917 racecars were called Secretary Cars because they were literally assembled by secretaries and anyone with a pulse at the factory. Porsche needed to build enough 917s in a short amount of time to satisfy the FIA homologation inspectors. They did it, and the rest is history.

44. The first ever Porsche “drivers’ school,” a precursor to the current Porsche Sport Driving School, was conducted on May 29, 1971, at Mitchell Field, Long Island, NY.

45. The 1975 Silver Anniversary limited edition was built in both coupe and Targa body form, painted in diamond-silver metallic and individually numbered.

46. For the 1976 912E, “E” stands for Einspritzung, meaning “fuel injection,”

33. The first American citizen to win a Formula One championship victory at a U.S. track while driving a Porsche was Dan Gurney in 1961.



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because the car had Bosch L-Jetronic fuel injection.

47. The 924/944 water-cooled Porsche models were designed by an American, Tony Lapine.

48. The first few Porsche 924 Turbos to come to the United States had black-and-white checkered flag fabric on the seat inserts and door panels.

49. Porsche partnered briefly with Indianapolis 500 racing in 1980 for the first time in its long motorsports history on the Formula One racing circuit.

50. The Interscope Porsche, developed for racing in the Indianapolis 500 race in 1980, was originally unveiled at a press conference at Tavern on the Green restaurant in New York City.

51. The enduring success of the 911 model is owed to American CEO Peter Schutz, who in 1980, after seeing the proposed end of production in 1981 on a chart, extended the line with a marker and told Helmuth Bott to “make it happen.”

52. It is largely believed that Peter Schutz was selected as CEO of Porsche from 1981 to 1986 because as an American, it was hoped that he would revive dwindling U.S. sales of the 911.

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53. The success at the 24 Hours of LeMans in 1981 is due to combining chassis from three 936 models with experimental engines developed for U.S. Indy Car racing.

54. Porsche began promoting vacation delivery in 1982: order the car in the United States, take delivery in Europe, drive around the continent, and return the car to the factory to have it shipped home.

55. The Porsche 928 in the film Risky Business is actually a total of four cars ranging in years from 1979-1981. Each car had different options such as interior colors, wheel designs, and even paint colors. The production crew had to be very careful about which part of the cars they filmed to make it look like only one vehicle was used in the movie.

56. Al Holbert set an FIA international class-speed record while driving a stock 928 S4 at the Bonneville Salt Flats in 1986. His speed: 171.110 mph.

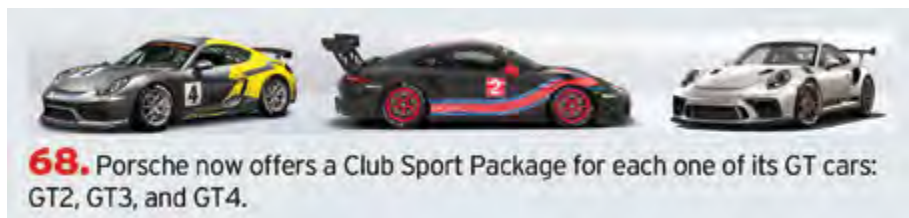


57. The 959 was the most technologically advanced supercar of its generation. It was a 200-mph, all-wheel drive, turbo-powered Porsche that won its class at the 24 hours of Le Mans and also won the overall first place in the grueling Paris to Dakar Rally. Because Porsche didn't provide the USDOT with four 959s for crash testing, the car was never certified by the NHTSA for street use in the United States. In 2001, with the passage of the "Show & Display," the crash test requirements were removed and U.S. imports of 959s were allowed.

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58. Porsche 911 engines were air-cooled for an astounding 34 years before switching to a water-cooled format in 1998 to meet increasingly stringent environmental rules and Porsche's desire to provide more power while reducing fuel consumption.

59. In 1992, it took 125 hours to build a Porsche 911. By 1994 the factory was down to 80 hours, thus reducing the cost of the cars.



68. Porsche now offers a Club Sport Package for each one of its GT cars: GT2, GT3, and GT4.

60. The Porsche 911 RS entered the United States in 1993. The "RS" stands for "Rennsport," German for "race sport" or racing. It had no sunroof, A/C, backseat, or power steering.

61. Porsche was the first auto manufacturer to make passenger air bags available, optional or standard.

62. The names for both the 911 Carrera and the Panamera came from Mexico's historic Carrera Panamericana race, where Porsche scored many victories.

63. Notable past and current American celebrities who are or were Porsche enthusiasts include James Dean, Paul Newman, Steve McQueen, Ralph Lauren, Jerry Seinfeld, Jay Leno, and Patrick Dempsey.

64. Only 1,270 units of the V10, 612HP Carrera GT were built between 2004 and 2006; 604 of them were sold in the USA. The original production run had been established at 1,500 units but new airbag regulations in the United States stopped the run a bit short.

65. In 2013, Porsche established a record at the famed Nürburgring by setting the fastest lap ever by a production car (on street-legal tires) of 6:57:00, with the 918 Hybrid Supercar.

66. The 800-volt technology used in the all-electric 2020 Taycan was developed by Porsche for the 919 Hybrid Racecar.

67. Porsche was the last major manufacturer to enter Formula-E (all electric formula cars). After 30 years Porsche has returned to single-seater racing.

68. Porsche now offers a Club Sport Package for each one of its GT cars: GT2, GT3, and GT4.

69. It is estimated that over 70 percent of all Porsches ever built are still running today.

70. The correct pronunciation of Porsche is "Porsch-eh."



For more information on Porsche trivia, facts and more, please visit my website: www.PedrosGarage.com.

Happy Porscheing,

Pedro

Most of the trivia facts courtesy of Porsche.
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By Jim Hoey

New Faces at TSD Rally

The Time Speed Distance (TSD) Rally on February 15 is in the books. A fun time was had by all. Everyone was smiling at the end of the awards luncheon. Participants drove on some roads in Sarasota County that most didn't know existed. And a few took advantage of a Rally Master trap and went off course to see other interesting roads! But all made it to the finish point.

Sommer's Dutch Restaurant on Cattleman Road was the location of the Rally school, where participants learned the "rules of the road," so to speak. A question and answer session not only provided answers, but some valuable rally route instruction "dos and don'ts." Once the actual route instructions were in hand, everyone was anxious to



Rally table 1.



Terry Dungan studying 2nd leg instructions.

get going. The unknown ending location turned out to be Fin's Restaurant at Sharky's on the Pier, in Venice, where everyone enjoyed some fine food and drinks.

Congratulatory prizes went to the top finishers: David Wilson and Pedro Bonilla, Scott Bernard and Ana Toro, Cody Williams and Cassandra Bowen.



The next rally will be a Gimmick Rally, scheduled for Saturday morning, April 18th. In reaching our goal of rotating locations for each rally, this

fun event is going to take place on the north side of Tampa. The essence of gimmick rallies is to have fun, drive your Porsche, and solve various challenges designed by the Rally Master. Typically, there will be a combination of finding interesting geographical locations, solving a few puzzles, collecting trinkets or souvenirs, taking photos, etc. No time, speed, nor distance controls are involved



Dennis & Alex Boohof at Checkpoint 1.



Rally table 2.

in a gimmick rally (other than "Obey All Speed Limits....").

If you have been hesitant to try a TSD, come on out and enjoy a Gimmick's fun run. Note: unlike a TSD, there is no limit to

the number of cars allowed to participate in a Gimmick Rally (but registration is required so we know how many folks will be involved). Hope to see you on April 18th. ■

Ana Toro and Scott Bernard arriving Checkpoint 1.





Car S arriving at Checkpoint 1.



Ann and Harvey Goldberg at Checkpoint 1.

VIDEO EXTRA




Before the start of the Rally, we interviewed these two couples. It was the first time either of them had done a TSD Rally. Click on their photos to see and hear what they had to say.



Gary Myers has lots of smiles at Checkpoint 1.

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A recent photo of Maury Hamill's "First Porsche."

OUR FIRST PORSCHE

By Maury Hamill.

Photos by Maury Hamill and family.

The fiftieth anniversary of the 914 and Norm's recent suggestion for Suncoast members to write articles about our first Porsche seemed to beg a report on the first one we had and kept for so long. On 10/23/1972 we bought a Phoenix Red 1972 914 at Mahan Porsche-Audi in Salem,

VA. Dave Mahan, the owner, told me later that this was one of the first four 914 2.0 sold on the east coast that he, as a new dealer, was able to acquire only by being in the right place at the right time. No serious effort was ever made to verify this, though VIN and engine number are early, no records were found to distinguish the 2.0 displacement from the 1.8 versions or where sold.

The 2-liter 914 four, which replaced the 914-6 for Porsche, came with chrome bumpers, F&R anti-sway bars, forged Fuchs wheels and black vinyl covered sail panels. The U.S. distributor wanted them designated as 914S's, however

Porsche AG vetoed that according to lore. The 2.0 914 four made 91 horsepower. Now our base 2018 Cayman 2-liter four turbo makes 300hp.

From the original invoice, the POE price was \$5,199.00 with \$128.30 for "Transp. & Prep." and with tinted glass for \$84.00 being the only option, totaling \$5,546.30. How times and Porsche prices have changed since. Little did we know then what adventures were in store for us with this 914. Initially, the 914 was a daily driver in southwest Virginia, snow and all, for several early years. Had we known then that we would keep the car for so long, and enter these odd PCA events called Concours de Elegance, the 914 would have been pampered more...maybe.

While aware of something called the Porsche Club of America, probably from reading Road & Track, there was no local presence and no dealer information. A letter to First Settlers Region in the early years was unanswered. After the Blue Ridge Region was formed in 1980, we joined and were soon involved with PCA on many levels—many socials and meetings with regional offices including president for both Sue and me. She was one of the two founding mothers of

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Autumnfest, a favorite multiregional event for many years and I topped out as Zone 2 representative from 1990 to 1994. The 914 led us both into virtually all PCA activities from the aforementioned Concours to Drivers' Ed and many autocrosses as well as club racing for me. Too many stories about all this to include here, but the 914 placed third in the full Concours, the only kind back then, at the Ozarks '83 and Down East '86 Parades and won some regionally. Not much to say about rallying other than not conducive to marital harmony. The 914 won many autocrosses over the years with both drivers including a couple of FTDs on rainy days when the open-wheel formula cars stayed home.

We both began DEs in the 914 and later progressed to a 914-6 built by a Werk 1, Zuffenhausen foreman that had a 2.4 S MFI engine, leather-covered roll cage, etc. and semi-fondly known as "The Beast" (916 clone?) about which there are too many stories to include here. One day Alan Friedman, founder of PCA club racing and then Potomac region chief Instructor, jumped in the 6 to see why it was so fast and, after the session, asked if I would like to instruct, leading to many years of track instructing. Sue retired from DE and autocross after our son joked with her about beating some guys who were a lot more serious about it than she was. Though she now says she just "grew up," I think she was looking for an excuse to quit.

The 914 was well used and well maintained over the years, serviced by the dealers when we had one in the Roanoke area, as they tended to phase out after a few years. One story Sue has been known to tell is when there was a recall for leaking injectors that could lead to fires, I sent her off, with a fire extinguisher and instructions for use, to Mahan Porsche-Audi about 35 miles east of our home in Radford while I had to work.

At the 992-mile service for the 914, Sue asked after we left it off, if I thought the mechanic Keith looked old enough to work on our car as his hair made him appear younger than his actual late teens. He was and has been a close friend ever since who has done most of the work on all our subsequent Porsches when we lived in Virginia.

In fact, after practice for the 1986 Sebring Firehawk 6-hour support race the day before the 12-Hour, Keith pulled out the page and a half squawk list I had given him for the 914's first service so many years before. Apparently, he

had never had a customer who noticed so many details and he filed it away. Keith told me earlier that I had been autocrossing long enough and it was time to do some real racing. Since a 944 won the first Firehawk series in '85, he proposed doing all the prep and maintenance for a share of the driving, if I got a 944. Seemed like a good



One of the loud modified cars in the group ahead of us rolled in the last corner—end over end and sideways within our view, prompting Sue to decide not to drive that year.

idea, so we went ahead with that plan. He, our son Ty, and I all drove about 2 hours each. We finished 6th of 96, 3rd 944 at Sebring in 1986.

That first Porsche led to many others fortunately. After it, the next was an '82 911 SC that Sue ordered as a surprise 50th-birthday

present for me that was delivered timely in December of 1981. Chiffon white with full-leather in tan and brown, it was a great travel car that we took to the Chicago '84 Parade. Our pre-departure Concours prep was wiped out by thunderstorms on the way to the Appleton, Wisconsin, site making a good excuse for mediocre results, no recall on our rally finish. The driving event at Road America was delayed until last for our group due to noise restrictions. One of the loud modified cars in the group ahead of us rolled in the last corner—end over end and sideways within our view, prompting Sue to decide not to drive that year.

One of the advantages of owning a car so long is that whatever can go wrong with it has usually happened before. On the way to the Ozarks in '83, the 914 refused to start at the first gas stop in a small town in Kentucky on a weekend. The attendant told us to call a VW place for suggestions. They said to reach under the left side and tap on the starter to release the solenoid while someone turned the key, and it worked. This happened another time before replacing the starter, at the check-in parking in front of the Ritz Carlton Buckhead (Atlanta). An embarrassing site to crawl under the car, but it worked again. We were there for Peachstate Region's Rennfest, it may have been the year the 914 won the Out-of-Region Best-Overall trophy with firsts in Concours, rally and autocross, thanks to son Ty's navigation for the rally success.

What happened to the 914 you may ask? After many years and over 200 autocross events, most with SCCA, the 914 was still competitive winning A/S in '85, '86, BS in '98, '01 and C/S in '87, '88, '89, '91, '93, '94, '95, '02 and '03. By then, Miatas and their drivers were getting better and the 914...and I...were getting older and slower. We also had a '98 Boxster that was giving the 914 some intrafamily competition until we moved it to Florida full time to AX at MacDill with Suncoast.

For the 50th Parade (Hershey 2005), entry was limited. At 337 on the wait list, we thought we would pass—until they came up with a display of Porsches that had been owned for over 25 years by the original owners. This inspired me, I detailed the 914 as well as I could and, having just sold mine, borrowed a trailer and tow vehicle from a good PCA friend and away we went to Hershey.

Since we wanted to move to Florida full time,



Downeast Parade Concours.



like the Boxster, there was limited garage space for the 914, it was too clean to AX and would be too far away for Keith to maintain, we came to the sad conclusion that it was time to sell if it would bring a price we could not refuse. In August 2006, John W. a former 914 owner, who had lost his to a fuel-leak fire many years before offered \$16K, so we let it go. No seller's remorse and I have been able to follow the car now with the fourth owner. I had asked John W. to let me know if he ever wanted to sell it back. Another PCA and AX friend saw an ad that he thought sounded like our 914, so I asked John why he didn't call me. His excuse was that he didn't think I would be willing to pay what he was asking. Understanding he got in the mid-twenties for it, he was probably correct.

Sadly, that buyer got rear ended by a cell phone user's SUV while stopped for a red light only a few miles from where they bought it. That was the 914's third time being hit while parked. The first time the right front was hit on the Mahan lot, the second time the left door was dented at a professional building's lot at night while I was at a study club meeting. No note was left. Neither of the repaints matched the original exactly so around '95, the entire front and left door were done again with a good match. When I sold the 914, the right door and all aft were still original

paint. It was never damaged while being driven. The third buyer had the 914 in his collection for a few years, then sold it to the current owner Tom B. who drives it and with whom I occasionally communicate. There is some hope that he may bring the 914 to Werks Reunion in March at Amelia Island, where we are looking forward to seeing our old friend again. ■

Concours awards.



2020 Autocross Kickoff

The 2020 Autocross season came to a “roaring” start on January 19th. Kirsten and Jerry Eggert hosted their Competition Co-Chairpersons debut with Autocross #1 2020. Thanks to the persistence of past Competition Chair, sweet-talkin’ Bill Sumansky, we were able to secure the West runway of the Brooksville Tampa Bay Regional Airport for the event. Venues for autocross are getting harder to find, and this was a huge win for us. The venue is so popular that registration was forced to close early with 65 drivers registered weeks in advance! Unfortunately, weather was not on our side, with a forecast of rain throughout the day; 45 drivers braved the conditions and had plenty of practice running with windshield wipers on while maneuvering through a challenging Danny Shields course design. In a very competitive showing, the FAST Autocross group caught on that we had booked Brooksville and had a large turnout. Proving they were “fast,” the top times were from the XS class, with Cory Corona taking the top Porsche time with 5th place overall, and a difference of only 9/10th of a second between the top 5. Overall, the day was a success and the wet course helped to improve our driving skills. We hope we proved ourselves to Pem-Air and the airport as being responsible and respectful guests, so we may request additional events at Brooksville for later this year.

Autocross #2 on February 1st was a Suncoast PCA “points” event for the 2020 season hosted by the Gold Coast Region PCA during the 48 Hours of Sebring Club Race. Steve and Dottie Kidd put on a great Porsche only “Autocross Challenge” on the skid pad with t-shirts for all and trophies sponsored by Bert Smith Porsche for 1st and 2nd in Class and Fast Time of Day. Once again, weather was a challenge and there was no need to run the sprinkler on the skid pad during the four morning runs! After a few harmless “spin-outs” (including your Competition Chairperson), the rain ended in time for four more afternoon runs. Run times improved by over 5 seconds from the morning session. With 36 drivers in total, Cory Corona took FTD in his M-02 Class

2006 Caymans S with a final run of 41.832 when he took the chance of running “slicks” in the afternoon on a still slightly wet track. Bill Sumansky took 2nd overall with an incredible 42.785 on street tires! The event also brought in a few autocross rookies who really enjoyed the competition. We hope to continue to see them and new PCA members at future events.

For all results including YTD point status and future events dates, please continue to visit www.suncoastpca.org.

We look forward to seeing you again at the upcoming March 15th Autocross #3 at the Venice Airport Festival Grounds. ■



Keith Pringle 911SC 1st P3



Annie Carter



The Eggerts



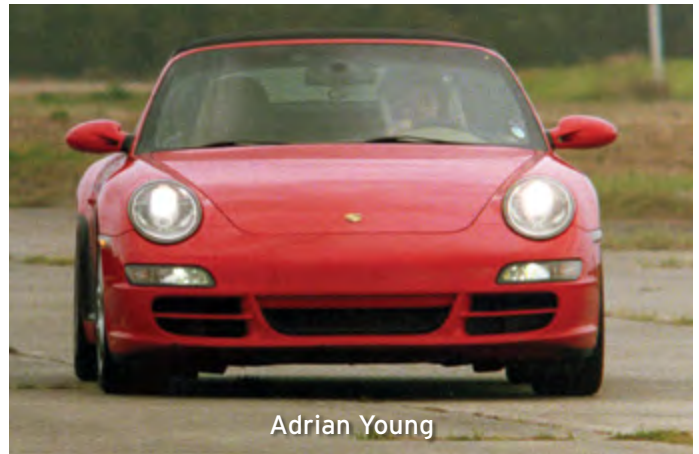
Cory Corona



Maury Hamill



Brian West



Adrian Young



Bill or Tori

Suncoast PCA Autocross 2020

Class	#	Name	Car	1/19/2020 best time	overall place
.XS	326	Dejon, Daniel	2006 Lancer Evo	38.018	1
.XS	11	Petrie, Philip	2013 MX-5	38.466	2
.XS	23	Sullivan, Matthew	2005 MX-5	38.489	3
.XS	999	Hackett, Mark	2003 S2000	38.766	4
M-2	50	Corona, Cory	2006 Cayman S	38.973	5
.XS	52	Mulchi, Dan	2014 Corvette	39.100	6
.XS	25	Byram, Tod	2005 S2000	39.370	7
Expert	5	Shields, Danny	2004 Carrera 911	39.438	8
.XS	111	Tuerff, Ken	1994 Miata	39.458	9
.XS	211	Williams, Aaron	1991 Miata	39.458	10
.XS	121	Suarez, Rowen	VW Golf R	39.699	11
P-5	28	Sumansky, Bill	2004 Boxster S	39.981	12
BMW	22	Sherlock, Andrew	2017 M240i	40.115	13
P-6	10	Swope, Russell	2000 996	40.136	14
S-8	4	Borcan, Fulviu	2018 GT3	40.272	15
.XS	78	Brannon, Joe	2004 Corvette	40.323	16
.XS	12	Smith, Andrew	1990 Miata	40.492	17
.XS	713	Wong, Andrew	Acura Integra	40.856	18
.XS	221	Vance, Joseph	1999 Miata	41.142	19
BMW	46	Wright, Donald	2006 Z4 3.0si	41.338	20
P-5	74	Smith, Tracy	2001 Boxster S	41.347	21
.XS	68	Bordwell, Cliff	Jaguar F-type	41.530	22
.XS	161	Juarbe-Diaz, Soraya	2008 Honda Fit Sport	41.562	23
S-7	84	West, Brian	2018 Cayman S	41.631	24
I-2-L	48	Eggert, Kirsten	2003 Boxster S	41.850	25
.XS	300	Flores, Jorge	2013 370z	41.976	26
S-6	7	Barrett, Mark	2007 Cayman S	42.030	27
I-2	49	Eggert, Jerry	2003 Boxster S	42.165	28
S-6	90	Hamill, Maury	2018 Cayman	42.463	29
.XS	71	Redmond, Mike	2003 Honda Insight	42.597	30
.XS	73	Miller, Barry	2016 Mustang GT	42.925	31
S-6-L	51	Shields, Sharon	2004 Carrera 911	42.944	32
.XS	118	VanHoozen, Bruce	2015 Fiesta ST	43.612	33
S-6	9	Young, Adrian	2007 Carrera 911	43.724	34
P-3	79	Pringle, Keith	1979 911SC	44.061	35
M-2	251	Janisch, Kurt	2001 996 Turbo	44.210	36
S-5-L	222	Boesshenz, Daniela	2015 Boxster	44.366	37
P-5-L	82	Lewis, Tori	2004 Boxster S	45.326	38
.XS	525	Tuerff, Vanessa	2000 VW Beetle	46.079	39
.XS	321	Finney, Sally	1999 Miata	46.106	40
BMW	671	Felton, Rob	1997 M3	46.552	41
S-7-L	42	Carter, Annie	2012 991 S Cab	46.734	42
.XS	67	Burr, Bryan	2017 MX-5	47.956	43
.XS	1966	Wild, Mark	2018 Camaro ZL1	49.385	44
S-1	912	Kwasin, Mike	1969 912	51.842	45

Air-Cooled Porsches—the stars at the 2020 “Festival of Speed,” St. Petersburg

By Rich Tillotson

We were invited by our host Bert Smith Porsche to display a number of air-cooled Porsche models in front of their hospitality tent at the 2020 Festival of Speed in St. Petersburg on January 12th. The display had approximately 40 beautiful Porsches all lined up in the center-circle display area. They were not only the air-cooled ones but also some of their water-cooled brothers/sisters. The cars in the picture are mostly owned by our Suncoast members who responded to our call for display cars through our Profile article and other media including word of mouth. Suncoast PCA has made this event an annual gathering of the club faithful. This year the Festival was held in January



instead of the usual April date. We were all hoping for some cooler weather. (Not!) With temperatures in the 80s and blasting sunshine, it could have easily been confused with Florida spring weather, but still better than our friends up north are enduring.

Bert Smith displayed some new models from their dealership and also had as a center highlight a beautiful GT2RS exhibit car, truly a robust example of the Porsche brand. Joe Sabatini and his associates who operate the numerous Festival of Speed events do a

wonderful job before the event but really shine the day of, as watching them place all the cars in various assigned display areas is a show unto itself.

Bert Smith was as always a wonderful host opening up their VIP tent to us and providing food and refreshments the entire day. The covered tent was also a great place to visit with other Porsche folks,

view some of the great Porsche models the dealership had on display, and also get out of the Florida sun. Thank you again Bert Smith.

Here's looking forward to next year and the Porsche display. Not sure what theme we will employ for the invited models but these are only the featured models. Owners of other Porsche models are also invited to join us each year, so if you have the time, join us in 2021. The day is sure to be full of sights and sounds that make a Porsche heart beat a little faster. ■



Front engine 911.



Porsches of all sizes.



The Porsche field at FoS.



Porsches, Porsches and more Porsches.



Screaming yellow Cayman.



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By Rich Tillotson

Drivers Education Hall of Fame Presentations 2019

The Suncoast PCA region established a DE Hall of Fame many years ago, first inductees entering in 1995, each year we consider all the great people who keep our program going, those outstanding folks who have contributed that extra effort over the years to make our program what it is today.

There are now 45 members of the Hall of Fame including our new 2019 inductees Jeff Bauer and Denise Remus. As always, they were added by a majority vote of the current Hall of Fame members. I was privileged to be charged with hosting the induction of our 2019 members. Their inductions sort of took place at this year's Instructors dinner at The Inn on the Lakes,



the dinner being sponsored by Bert Smith Porsche. Unfortunately, our two new inductees could not attend the dinner so Jeff's induction plaque was presented to him at our Saturday night DE party at the Sebring track. Denise was out of town that weekend but I was able to reach her by cell phone to inform her of her election. I will deliver her plaque at the 48 Hours of Sebring Club Race or sooner if possible. Jeff and Denise have contributed to our DE

program for a number of years as voices of improvement not just from a driving skill perspective but equally from an organizational effort. Congratulations to Jeff and Denise as both are very deserving inductees into the Hall of Fame.

I am sure there are Instructors and other DE supporters out there today who will be joining us in The DE Hall of Fame in the years to come and as it should be, each of them will have their own personal story as to why they gave so much to our DE program. So please join me in not only congratulating Jeff and Denise but also thanking all of those who make our DE program the safe, fun, and exciting experience it has always been and continues to be. ■



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 - May 16 & 17
 - September 12 & 13
 - October 10 & 11
 - November 20 - 22
- Instructor Weekend
regular DE on Sunday

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Contact Amy Riches, Chief Track Instructor, at Fastgt3@gmail.com or Denise Remus, DE Registrar, at deregistrar@suncoastpca.org



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| May 17 Venice Airport | Dec. 6. . . . TBA |
| Sep. 13. . . . Venice Airport | |

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Suncoast PCA Gala and Award Dinner 2019

By Norm Sippel • Photos and video by George Wienhold

During 2019 our board dealt with deciding on a date for our Annual Gala. The decision was made to have it in a great location—the St. Petersburg Yacht Club in downtown St. Pete. It is a great facility with a wonderful kitchen. Dates were a problem. As a result, our 2019 Gala was held in 2020. But, what a way to begin the year!

After drinks from the bar, we enjoyed a sumptuous meal followed by John Vita “passing the baton” of leadership to Denise Remus who has been a dynamo for anything she was involved in. We look forward to another great couple of years under her guidance and energy.

John then presented a number of awards to deserving members including the prestigious Dutch Howard Award for outstanding contribution to our club. This award went to a couple who for decades have been involved in more Suncoast PCA events than one

would think possible—Bob and Connie Schmitt. Congratulations!

After the award presentation, it was time for Casino Night and In addition to the photos on this page, you can see a video of the presentation by clicking on the screen capture at the bottom left of this page. Of course that is only possible in the digital edition on our website at www.suncoastpca.org ■

Here is a list of all of the awards:

President's Award

- Terry and Pamela Richard
- Paul Bienick

Most Enthusiastic Family

- The Pedersen Family

Most Enthusiastic

New Member

- Stephen and Renee Dodson

Dutch Howard Award

- Bob & Connie Schmidt

Acknowledgement of Past Board Members

- Past President - John Vita
- Bill Sumansky
- Fiona Brooks
- Pamela Richard
- Terry Richard

Appreciation Awards

- Porsche of Tampa
- Bert Smith Porsche
- Suncoast Porsche
- Mark Krekorian
- David Herndon



Mark Krekorian's Award.



Bill Sumansky's Award.



Click for the video presentation.

48 Hours of Sebring and AX Sebring







RETROMOBILE PARIS AND THE FRENCH PORSCHE EXPERIENCE

*Article and photos
by Jeremy Swiger,
European Correspondent*

It's a frosty cold morning as the sun rises past Karlsruhe, Germany. Gliding effortlessly on rails, we pick up speed west of Strasbourg. Faster, faster, until we are cruising at nearly 200 miles per hour; but I'm not in a Porsche, I'm aboard the French Train à Grande Vitesse, better known by its acronym, TGV. Destination: Paris's Gare de l'est station, where a transfer to the Metro takes me south to the Porte de Versailles convention center, home of Retromobile, the ultimate French classic car event.

Not unlike Stuttgart's Retro-Classics, which I have written about before for *Profile*, Retromobile is a showcase of classic and exotic cars of marques from all over the world. It's also a fun place to check



Retromobile overview.

out and purchase automotive parts, products, and collectibles. The show is most distinctly French; from the large presence of Citroën, Peugeot, and Renault to the fantastic Baguettes, conversation occurs over a glass of champagne or a local Rosé wine.

At the show on Friday morning in the booth of the “Federation des Clubs Porsche de France,” I have a conversation with the president of the 928 Club of France, Alex Blieux, and his friend, fellow member, Pierre. I am curious how similar the Porsche experience is across the Atlantic to ours in the PCA and I want to ask him about it. I suspect it is similarly satisfying. My instinct turns out to be correct.

Monsieur Alex is more than happy to oblige me and my request for an impromptu interview. He is very enthusiastic about Porsches, the 928 and its classic club in particular. His friend, Monsieur Pierre, while slightly more reserved, is just as friendly and enthusiastic

about his experience driving new Porsches. Our conversation starts with discussion on the clubs:

Jeremy Swiger: Thanks for taking time to talk to me and share your experience with Porsche ownership and the Porsche clubs in France.

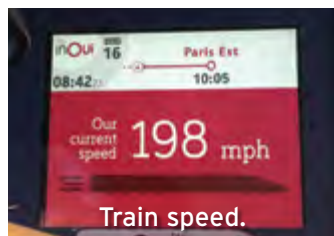
Alex Blieux: My pleasure.

JS: What are your favorite club activities?

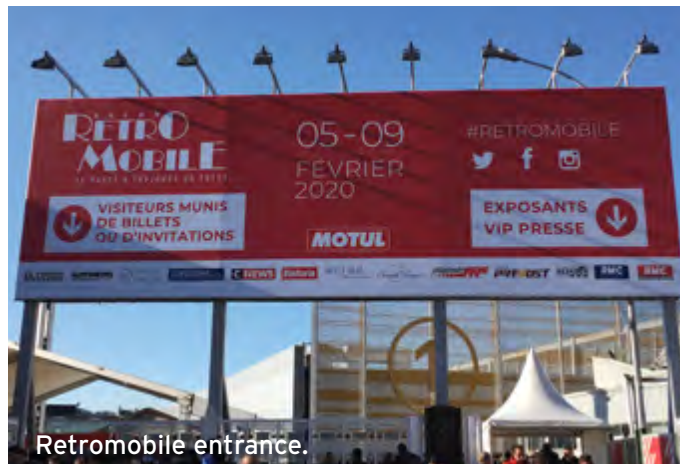
AB: So, in France, we have a federation. We have 29 clubs; we



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Retromobile entrance.




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have local clubs and we have classic clubs, national classic clubs. I am the president of the 928 club for all of us in France, and we are more than 300 people [in the 928 club], we have events all over France, even in Belgium and as we have classic cars, we prefer tourist [driving] events. We have a specific club for racing, the Motorsport club, but most of the regional club members have modern Porsches, so they like racing. We have a specific flyer for this. Just a moment, [reaching for flyer] this is all the track sessions for all the clubs in France.

JS: That's quite a lot, and I see there are some pretty famous tracks on the list—

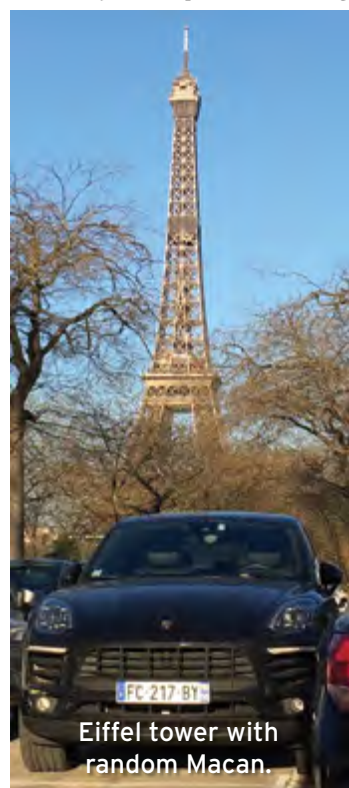
AB: Of course—

JS: Le Mans! And these other tracks are all in France?

AB: Yes, yes.

JS: Do members ever travel outside of France to any of the nearby tracks?

AB: Yes, yes, in Spain and in Belgium and in Germany.



Eiffel tower with random Macan.

JS: Ah, Spa? And the Nurbürgring?

AB: Spa, of course and the yes, yes, the Nurbürgring.

JS: Are members typically—say I have a classic 911, would I typically join two clubs? My regional club and the classic club, or—

AB: Yes, yes.

JS: Very nice. In your opinion, what is the best thing about the club?

AB: I think it's the relationships.

JS: I agree.

AB: It's a real pleasure to meet all the members. They're more than members, they're friends. For example Pierre [standing with us] has been a friend for many years and we met by the club.

JS: I've got a classic 911 that's in boxes. It's not drivable. So we bought an old Boxster to have something to go to events

with and I love that you can socialize with someone who's got a GT3RS—

AB: Yes, yes [nodding in agreement].

JS: And nobody cares, it's just a wonderful relationship. On a related note, what attracted you to Porsche and how long have you owned a Porsche?

AB: Nearly 20 years. I'm really focused on the 928. Most of the members say, "I saw a 928 when I was young and it was my dream." Not for me. I discovered the 928 twenty years ago. But for me, what I really appreciate is the Porsche technology, the Porsche reliability, the quality, and the V8—

JS: Yes!

AB: The V8 and the design of the car.

JS: Fantastic! So, you've only ever owned 928s?

AB: Yes, yes.

JS: Are there any other Porsche models you'd like to own and why?

AB: All of them! But it's a question of money. [Laughter]

Pierre: I try many new models in Stuttgart. Every year, I go to Stuttgart



French Porsche Club Booth.



Citroen.



▲ Porsche Classic factory displays. ▼





Artcurial 911RS.

and I drive some Porsches. I've driven the Panamera e-hybrid and the 992 C4S and also the Boxster GTS. All are very fun!

AB: I had the opportunity to drive the Taycan. Yes, it was also a real Porsche!

JS: That's what I've heard. I got to go see it [the Taycan] at the Frankfurt Auto Show when it was introduced and the design and the fit and finish of the car is unbelievable! Are there any non-Porsche cars that fascinate you that you'd be interested in?

AB: Yes, this one. [pointing at a model]

JS: Ah, a Karmann Ghia!

AB: Yes, I really like this car. I think it's very, very fun and it's a car that—the problem with the 928 and most other Porsches is that if you want to have some fun, the speed is very, very high. With the speed control [speed cameras], it is very dangerous—with that kind of car [Karmann Ghia], you can have fun at 80 kilometers an hour and you'll have a smile.

JS: I think people often say it's more fun to drive a slow car fast than drive a fast car slow.

AB and Pierre: Yes! [Laughing]

AB: Exactly, exactly.

JS: Lastly, for someone like myself coming from the US, what is something that I may not know about driving in France or driving in Paris that's unique?

AB: I have a friend from Australia and he says [to me], your roads are very small and you have big trucks! [Laughter]

JS: Okay, well thank you, I appreciate it greatly!

AB: You're welcome.

Alex had a group of people waiting to talk to him, so we ended our conversation and I moved on to see other parts of the show.

Prior to my arrival to the show on Friday morning, I wandered the streets of the 15th arrondissement from my hotel up to the Eiffel Tower. I witnessed the large delivery trucks navigating the narrow streets referred to by



McLaren F1 & F1 GTR.



Artcurial Auction.



Bertone-Lambo Genesis.



M491 Targa.



Porsche dealer Paris.

Alex's Australian friend. The drivers require a certain level of, shall we say, assertiveness to own their portion of the road. To be near them, whether in a car or on foot is not for the faint of heart and I thought to myself how nerve-wracking it would be for the uninitiated and unsuspecting foreign driver.

On Friday afternoon, I took a seat in the gallery of the Artcurial Motorcars auction. Lot number 85, an extremely well restored '73 Carrera 2.7 RS Lightweight in Blutorange (Tangerine) was estimated in the catalog between 800,000 and 1,000,000 Euros (USD889,00 to USD1,100,00). I really want to witness the hammer fall since reading about "Brutus," the ultra-rare (1 of only 2) 916s that sold at the same auction last

year for 928,000 Euros (USD1,051,331). Unfortunately, after waiting through the first 84 lots, number 85 got skipped!

As of this writing, I haven't found out why it was pulled but needless to say, I am disappointed.

In general, a subdued crowd kept the prices somewhat low. Most of the cars crossed the block below their estimated range. The most hyped car, a 1929 Mercedes-Benz 710 SS Sport Tourer, sold for only 4,900,000 Euros. A hefty price but with the catalog estimate between 6,000,000 and 8,000,000 Euros, the buyer really got a great deal.

Saturday morning before catching the train home, I return to the show once more

to retrace my steps from the previous two days to make sure I hadn't missed anything. I take pictures at the display of rare Bertone prototypes, including a V12 people mover designed for Lamborghini in the late 1980s. Called the Genesis, it has a Jetson-esque appearance that is a cross between GM's "dustbuster" vans of the early '90s and the Fiat Multipla with Subaru SVX windows. Distinct for a minivan, if not a Lamborghini. So strange it is oddly cool.

I leave the show for a little more sightseeing before grabbing some lunch and heading back to the Gare de l'est train station. On the way, I pass by the Paris Porsche dealer. Quite a fitting end to a great weekend, I think. ■

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Art for Porschephiles - Part I

by Norm Sippel • Images courtesy of: Vintage Auto Posters, Automobilia Monterey, CMA Models, Bonhams Auctions

Where do you have your “Car Art”? What genre do you collect? Have you been to any of the automobilia shows? Have you shopped the fairways/hallways/booths at events like Amelia Island or Monterey, the many shops around the world, auctions? The answers to these questions are as varied as the art that is available at these venues.

Let’s look at some of these questions. There are those who have car collections that only fit in warehouse-sized buildings. Within those buildings, large-scale automobilia graces the walls. Glass showcases are filled with scale models, mascots, and other small items. Just as in these facilities, many of us display our automobilia in our garages, dens, and offices. Like any art, it expresses the owner’s taste.

As Porsche owners, many of us put an emphasis on Porsche-related automobilia. Being a latecomer to the Porsche world, I have a lot of catching up to do. When we moved from a house in Connecticut with large attic, family room, home office, and



L'Autovox Bulb Horn French c. 1908 at Bonhams 2019.

basement, we had to scale down the automobilia. Many of the posters that we donated to a museum along with many other collectibles were Porsche factory posters. I wish I had them all back. Well, there are sources

of those old Porsche posters. Companies and people like my long-time friend Tony Singer, owner of Vintage Auto Posters.com, specialize in older and rare posters. Accompanying this article is an image of three from the 1950s that he included in his recent eBlast. Explore his website and you’ll find hundreds more. www.vintageautoposters.com. Tony also puts on the annual Automobilia Monterey during Monterey Car Week. See: www.automobiliamonterey.com

For those who can’t justify investing thousands of dollars in a single poster, Tony also has a 1950–1956 Le Mans poster that used the same art as the XXIV Mille Miglia for \$115. Granted it is a “re-issue,” but the underlying artwork is just as beautiful as that of the XXIV Mille Miglia poster.



Aston DB3S.



Porsche Posters Vintage Auto Posters.



CMA Models at Automobilia Monterey.



Posters at Automobilia Monterey.



Scale Targa and 1-to-1 photo.

Another common art collectible is scale model cars. Here, they run the gamut from mass-produced ones to custom built. Among the best custom builders I have personally known is Marshall Buck. Like Tony Singer, I met Marshall in the early 1990s. I remember visiting his studio and admiring a series of Aston Martin DB3Ss he had then recently completed. The price per model was high, but within the realm of possibility. But, facing a potential move, I hesitated and didn't buy one. A decision I have regretted since. Having seen the range of models Marshall offers through his CMA Models (www.cmamodels.com), while only an occasional Porsche, they are top quality. And, if you are into car art, you should look at his offerings (<https://conta.cc/2VkhVpz>).

Of course, many of us have collections of mass-produced scale cars. But, even they can be "customized" to duplicate your own Porsche. I bought a UT Models 993 Targa in Red and painted it in GT White like my real 993 Targa. I also have duplicates of my Austin Healey 100-6, Corvair Spyder, and both my BRG and Mineral Blue MGBs.

Now, as for where auto art is displayed, it can be anywhere. Many years ago, we visited a famous kinetic sculptor's home in the Berkshires. Every room had graphic art ceiling to floor on every wall. It must have made an indelible impression, as my current garage and previous office has my art similarly displayed.

As for regional sources, events like the Amelia Island Concours de Elegance in March have a wide variety. There are vendors on the Concours field, in the Ritz-Carlton hallways, in the Silent Auction room, and the automobilia vendor's room. Many of the auctions include automobilia too. Bonham's is one of them and has an automobilia department. The French auto horn shown here sold last year at Amelia. For their complete catalog of last year's sale, see: <https://www.bonhams.com/auctions/25219/#/>

Have fun collecting.. ■



This Automobilia Monterey vendor features autographed art.



Vintage Porsche tie.



Automobilia Monterey vendor.

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Submit to George at: ogee125@gmail.com with "Profile Photo of the Month" as the subject of your email. Images should be PDF or JPEG between 2 MB and 5 MB. Include your name, city, contact info and a few sentences about your photo.

The winner chosen each month will receive a Suncoast PCA Chino Cotton Cap!





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Enter your photos for "Photo of the Month"

Submit your photos to be judged by our Photo Editor, George Wienhold. He'll select one to be featured in *Profile* each issue. The photographer must be a Suncoast PCA member. The photo must be Porsche-oriented, but can be a glamor shot, action, artistic, whatever you want. Be creative. It can be of cars, people or places.

Submit to George at: ogee125@gmail.com with "Profile Photo of the Month" as the Subject of your email. Images should be PDF or JPEG between 2 MB and 5 MB. Include your name, city, contact information and a few sentences about your photo. Photos must have been taken by the Suncoast member.

ENTER NOW!

The winner chosen each month will receive a Suncoast PCA Chino Cotton Cap!



Be Digital - It's 2020

Are any of you videographers? It doesn't matter if you are a professional, a skilled amateur, or a budding videographer. We need your skills for *Profile*. The "Why" has to do with making our digital edition more interactive. The Jan/Feb issue included a hot link from an autocross photo to an in-car video of a run. We can do the same with other Suncoast events. All we need are links to videos. It matters little if it is of some laps of Sebring (<https://www.youtube.com/watch?v=l8pu8oEkdGE>), a couple of miles of The Ozello Trail in Crystal River (https://www.youtube.com/watch?v=LT_FGY7KuXE&t=393s), a couple of miles of a tour, a video of a Concours, or just a video of a car featured in a *Profile* article.

All you need to do is post it to a site like YouTube, and then send me a link to that video. For the hardcopy folks, I'll include a QR code in the article. For the digital readers, a photo from the beginning of the video will have a hot link that will take you to the video itself. If you haven't done it already, go to the January/February issue on our website. Go to page 33 and click on the "GO!" photo on the bottom of the page.

Our new Board of Directors has great plans for 2020. Our person in charge of Charitable Endeavors, Bill Caldwell is also planning a series of tours that will include tours from each of the different parts of our region—Bradenton, Pasco County, Inverness, and Dade City. Having been on some of Bill's previous tours or routes to distant events, I can tell you that he and Mary will take us

on some great roads to great destinations. So, stay tuned to the Schedule of Events both here in *Profile* and on suncoastpca.org.

Not long ago, I had the opportunity to meet our mayor here in Venice. Turns out he's a bit of a "Car Guy." So, now I've invited him to come over to our March 15th Autocross at the Venice Municipal Airport as a spectator, or to register as a competitor in his non-Porsche. It looks like he'll join us as a spectator for this one. Come on Mr. Mayor. Let the "bug" bite, charge the cones.

By the time you read this, we will have taken our Porsches to Breakfast at Burgundy Square Cafe, on "The Island" here in Venice. We had a well-attended breakfast there in January 2019.

Thanks to Ed Rossiter, our Social Chairman, we're about to do another. Photos and story to come in the May/June issue. If you have a restaurant in your area that has a good breakfast and can accommodate 20 to 30 Porsche people and their cars, let Ed know where it is, and who to contact to make arrangements.

Have you heard of "Luftgekühlt"? It is a gathering of air-cooled Porsches—from the very first ones up to the 993s of 1998. Earlier this year, it was announced that the #7 would be held May 31, on the east coast. On February 6 at 9:43 a.m., an eblast was sent out announcing that it would be in Durham, NC. Within an hour, the primary hotel had sold out all of its rooms. Some of us were

slow to dive in but still managed to secure lodging nearby. We'll make a weekend of it and join the thousands of air-cooled Porsche fans who have experienced the previous six Luftgekühls. (Almost makes me wish we still had the 993 Targa.) Story and photos in July/August *Profile*.

Want to learn more? Here are some links:

www.luftgekuehlt.com

The very first one was held at "Deus ex Machina" in Venice, CA: <https://luftgekuehlt.com/luftgekuehlt-1-2014> As you scroll down among the images, you'll recognize our good friend, Patrick Long who has been so helpful in making "Kart-4-Kids" so successful.

Last year's was on a Universal Studio's back lot: <https://jalopnik.com/when-you-die-and-go-to-porsche-heaven-it-looks-like-thi-1834710687>

You'll notice a new name to my editorial page—The Last Turn. I wanted something that better reflected this page, and the last turn on a race track gives the driver/writer a glimpse of the finish of the race/issue. And, unlike many editorial pages that are the first page, I like mine at the back of the issue, at The Last Turn. ■

Until next time




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Marketplace

Suncoast Florida PCA's official free classified section



AUTOMOBILES

1989 944S2 Coupe

Guards Red with black leather, 209K. Rare, very original car with factory limited slip diff, 5-speed, factory tool kit, valet key, manuals, COA, etc.. Past Porsche Parade Concours and autocross winner. \$13,944. Dan 813-465-1023. fastdan5@aol.com (0919)

2006 Club Coupe

28/50, 22,360 miles, 6 speed, gray leather, aerokit, all usual options plus new front spoiler for concours. Second owner, COA, garaged, driven weekends - rain once. Looks/smells new. Pre-purchase 2019 - replace needs tires. Excellence: "Readers Sales." \$89,700 OBO. 941-685-6720. Skip Fazzari. SkipperUS12@aol.com (0719)

2005 997.1 Cup

One of only 35 built. VIN WPOZZZ99Z5S798017. Campaigned by Kardach, driven by David Saelens in 2005 SuperCup. Finished 3rd in the '05 championship. Competed at Daytona in 07 and 08. Porsche history restored to 05 specs and livery. POA. tbmotorsport@gmail.com or call Tanner at 863-414-6535. (0719)

1990 CARRERA 2 CABRIOLET

Red/Tan, Tiptronic. Clean CarFax, 3rd owner, mechanically excellent. Engine completely resealed 2/19. A genuine car. Beautiful. 70K miles, garaged. \$45,000 Dacolley@msn.com 941-915-3944 or rckinme@verizon.net 941-284-6785. (0519)

1979 911SC TARGA

Guards Red respray, 103,500 miles, Interior Black upholstery, Power Windows, New gas tank, complete rear suspension rebuild including shocks, recent complete service and new oil lines and tubes, valves adjusted. A/C removed, 5 speed manual, P6 Pirelli. Great Condition. \$33,000. Sarasota, FL 770-595-6726 (0519)

1994 968 CABRIOLET

Silver/grey, Clean CarFax, no accidents or damage, 5th owner, 89,990 miles, runs & looks great. Last inspected by Suncoast Motorsports 5/12/18. New tires, brake flush. Excellent clutch, was listed for \$19,995. Will sell for \$15,950. John Barrett 301-980-7536 dci8333@aol.com (0319)

PARTS

PARTS - 4 Porsche factory Carrera S II wheels: 19 x 8 and 19 x 11 - \$1300; 981 IPD Plenum and GT3 throttle body, used - \$800; 981 Fabspeed Supercup exhaust, used - \$700; Photos available. fullyield@yahoo.com, 813-778-9898 01/20

PARTS - 986/987/996/997 Schnell Short Shift Kit (Metal bushings), new -\$1002 - 981 BMC Air Filters, new \$120 for both; 997.1 base Cool Carbon rear brake pads, new- \$70. Photos available. fullyield@yahoo.com, 813-778-9898 01/20

WHEELS - OZ Leggera HLT wheels in white. Front - 19x8.5 ET53, Rear - 19x10 ET40. Fits 987 & 981 Boxster/Cayman. All four were tested and trued by Glenn's in Tampa. No TPMS or center caps. \$1400 OBO. michael.presta@verizon.net 813-973-2790 (0919)

PARTS - 3.4 L Cayman S Engine for Parts or Rebuild. Disassembled. With bad crankshaft. All parts are from the running engine. Engine suffered from Rod Bearing Failure. Crankcase, Heads, Camshafts and all accessories in good condition. \$1,200: Pictures available. althomas238@gmail.com 727-488-5307 (0919)

PARTS - 997 Cup Exhaust,- \$1250 -----997 3.8 Grand Am Spec Cup Motor, PMNA built motor for World Challenge. Approximately 46 hours. POA For details tbmotorsport@gmail.com or call Tanner at 863-414-6535 (0719)

BRAKE PADS - Pagid RS Racing Brake Pads RS29 Yellow, New. Pagid # E1204 29 010 Cost new \$278. Best offer. nsippel@mindspring.com 727-787-5929 (0519)

WHEELS AND TIRES - 4 OZ Ultraleggra and MPSS tires. 19x11(et65) and 19x8.5(et53) Matte silver, includes TPMS and center caps. Tires 245/40 and 295/35. Fits most 991. \$1500 OBO 941-786-5242 (0119)

WHEELS AND TIRES - (Brand New) set of Techart Formula GTS Wheels, still in the boxes. Gloss Black with Diamond-cut edges, 20 x 11 (ET 55) and 20 x 8.5 (ET 52). Cayman/996/997/991. \$3450. Buyer can pick up or pay shipping-Sarasota. Regular new price is \$5000. David 941-586-3475. reesinusa@verizon.net (1118)

WHEELS AND TIRES - 4 Porsche OEM 2008 997.1 Turbo wheels with Center Caps and Pirelli P-Zero tires in excellent condition. Stock fitment 19" in with 305s rear, 235s front \$2200 Curt 727-692-9509 (0918)

MISC.

• Griots Garage Random Orbital Polisher Master Kit. Door prize from Porsche Parade. List \$379 sale \$250 or best offer. Bill Riley 863-619-8983 (0919)

• Rennline Retractable Tow Hook Assembly. New, never used. See www.renline.com for details. Cost new \$125. Best offer. I/O Port Camera Mount for Medium to Large Cameras, w/strap. See www.ioportracing.com for details. \$60. nsippel@mindspring.com 727-787-5929 (0519)

WANTED

• 1960 356 motor, any condition. Mike 813-837-5592 finewines@mindspring.com (07/18)

• 2009-2012 Boxster S, 6-speed, good condition, reasonable miles, clean CARFAX, cash purchase (not financed) Bob 941-350-5560. (6/18)

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PLEASE NOTE: Marketplace ads are limited to 40 words and will only run in three consecutive issues unless renewed.

Porsche Profile

2020 ADVERTISING RATES

Business Cards	\$155
Quarter Page	\$400
Half Page.....	\$605
Full Page	\$990
Cover 2	\$1425
Cover 3	\$1285
Back Cover	\$1520

PUBLICATION SCHEDULE

Jan/Feb, Mar/Apr, May/June,
July/Aug, Sept/Oct, Nov/Dec

PAYMENT

Invoices will be sent in November. Payments are due by January 31. Any account unpaid by March 31 will have their ads dropped from future issues and will be responsible for payment for ads in issues already run. Cancellations must be made in writing by the 15th day of the month preceding cover date, i.e. by December 15 for Jan/Feb issue. Ads run for a partial year will be invoiced on a prorata basis.

AD MATERIAL

Advertisers are responsible for sending final creative to Publisher. New material is due by 15th of month preceding cover date, i.e., April 15 for May/June issue.

AD SIZES

Full Page	Inset: 7.825 x 10.25"
	Bleed: 8.75 x 11.25"
Half Page	7.825 x 5"
Quarter Page.....	3.825 x 5"
Business Card3 x 2"

Contact editor Norm Sippel,
nsippel@mindspring.com
with suggestions, comments,
and further information.

Porsche Profile is also on the Suncoast
Web site at www.SuncoastPCA.org

POLICIES AND PROCEDURES

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• All submissions are subject to editing for space constraints, style and editorial consistency, and must be accompanied with name and contact phone number. Anonymous submissions will not be published. Photos, articles, letters to the editor are accepted by email to the editor, and by snail mail, returnable only with SAS envelope.

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